

APPENDIX A

Documentation Form:

10SE476 (Update)

ARCHAEOLOGICAL SURVEY OF IDAHO SITE INVENTORY FORM

Part A – Administrative Data

1. State No 10SE476 (Update)
 2. Agency No. _____
 3. Temporary No. _____
 5. County Shoshone
4. Site name(s) Avery Division Yard Site
6. Class:
☐ Prehistoric ☒ Historic ☐ Traditional Cultural Property ☐ Undetermined
7. Land owner: Potlatch Land and Lumber, LLC/Bentcik Family 8. Federal admin. unit _____
9. Project Avery Landing 10. Report No. 1095
11. Recorder(s) Jessica A. Hale, M.A.
12. Organization Applied Archaeological Research, Inc. 13. Date May 22, 2012
14. Attachments and associated records:
☒ Topographic map (required) ☐ Stratigraphic profiles
☒ Site map (required) ☐ Rock art attachment
☒ Photos with labels/log (required) ☐ Historical records
☐ Artifact illustrations ☒ Assoc. IHSI forms _____
☐ Feature drawings ☐ Other _____
15. Elevation (site datum) 2470 (ft)
16. Site dimensions: 569 m X 68 m Area 39088 m²
17. UTM at site datum: Zone 11 589151 m Easting 5233571 m Northing using NAD 1983.
18. UTM source:
☒ Corrected GPS/rectified survey (<5m error) ☐ Uncorrected GPS ☐ Map template ☐ Other explained under comments
19. Township 45N, Range 5E, Section (s) 15, 16; _____ 1/4 of _____ 1/4 of _____ 1/4
 Additional legals listed on an attachment. ☐
20. USGS 7.5' map reference See Figure 1
 Additional maps listed on an attachment. ☒
21. Access From the town of Avery, Idaho, drive west on St. Joe River Road (Highway 50) approximately 0.75 mile and walk or drive south onto the first access road. The site is on the south side of St Joe River Road and stretches approximately 569 meters along the north bank of the St. Joe River.
22. Site description The historical site is approximately 569 meters (m) east to west and 69 m north to south (9.7 acres). The site includes five historic features and five artifact scatters that are all associated to the Avery Division Rail Yard which was the former location of a railroad roundhouse, turntable, and maintenance facility used between 1909 and 1977 by the Chicago, Milwaukee, St. Paul & Pacific Railroad also known as the Milwaukee Road. The site was thoroughly surveyed

23. Site type:

- | | | | |
|--|---|---|--|
| <input type="checkbox"/> Historic building* | <input type="checkbox"/> Rockshelter/cave | <input type="checkbox"/> Mortuary | <input type="checkbox"/> Faunal |
| <input type="checkbox"/> Historic structure* | <input type="checkbox"/> Stacked/placed rocks | <input type="checkbox"/> Rock art | <input type="checkbox"/> Culturally modified trees |
| <input type="checkbox"/> Historic object* | <input type="checkbox"/> Quarry/lithic source | <input checked="" type="checkbox"/> Feature(s) | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Prehistoric residential | <input type="checkbox"/> Linear | <input checked="" type="checkbox"/> Artifact(s) | |

*Following definition for the National Register of Historic Places.

24. Specify themes and time periods:**Themes**

- | | |
|--|--|
| <input type="checkbox"/> Prehistoric archaeology | <input type="checkbox"/> Military |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Mining industry |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Native Americans |
| <input type="checkbox"/> Civilian Conservation Corps | <input type="checkbox"/> Politics/government |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Public land management |
| <input type="checkbox"/> Communication | <input type="checkbox"/> Recreation/tourism |
| <input type="checkbox"/> Culture and society | <input type="checkbox"/> Settlement |
| <input type="checkbox"/> Ethnic heritage | <input type="checkbox"/> Timber industry |
| <input type="checkbox"/> Exploration/fur trapping | <input type="checkbox"/> Transportation |
| <input checked="" type="checkbox"/> Industry | <input checked="" type="checkbox"/> Other Railroad |

Time Periods

- | | |
|---|--|
| <input type="checkbox"/> Prehistoric-general | <input type="checkbox"/> Settlement: 1855-1890 |
| <input type="checkbox"/> Paleoindian | <input type="checkbox"/> Phase 1 statehood: 1890-1904 |
| <input type="checkbox"/> Archaic-general | <input type="checkbox"/> Phase 2 statehood: 1904-1920 |
| <input type="checkbox"/> Early Archaic | <input checked="" type="checkbox"/> Interwar: 1920-1940 |
| <input type="checkbox"/> Middle Archaic | <input checked="" type="checkbox"/> Premodern: 1940-1958 |
| <input type="checkbox"/> Late Archaic | <input checked="" type="checkbox"/> Modern: 1958-present |
| <input type="checkbox"/> Late Prehistoric-general | <input type="checkbox"/> Historic/Modern-general |
| <input type="checkbox"/> Protohistoric/Contact | <input type="checkbox"/> Unknown |
| <input type="checkbox"/> Historic Native American | |
| <input type="checkbox"/> Exploration: 1805-1860 | |

25. National Register of Historic Places (NRHP) evaluation: *

- ☐ Individually eligible ☐ Contributing in a district ☒ Not eligible ☐ Insufficient information to evaluate

*Evaluation subject to review by SHPO.

26. NRHP criteria used:

- ☐ A: Event ☐ B: Person ☐ C: Design and construction ☒ D: Information potential

27. Comments on significance _____

28. If not eligible, explain why: The features and artifact/debris scatters identified at the ground surface do not represent sources of important information related to railroad technology. Instead, the features are related to common rail yard facilities that are not unique to the Milwaukee Road. The artifact/debris scatters likewise are not sources of important information. Because of the contaminants that persist in the subsurface, no subsurface sampling was conducted. The presence of archaeological deposits related to the rail yard cannot be precluded. Such deposits, if present, could provide insight into the habits and behaviors of railroad workers and the work life inside the Avery Division rail yard.

29. Condition (prehistoric component):

- ☐ Excellent ☐ Good ☐ Fair ☐ Poor

Condition (historic component):

- ☐ Excellent ☐ Good ☐ Fair ☒ Poor

30. Impact agents:

- | | | | | |
|--|--|--|--|--------------------------------------|
| <input type="checkbox"/> Agricultural use | <input type="checkbox"/> Development project | <input type="checkbox"/> Mining/quarrying | <input checked="" type="checkbox"/> Road/highway | <input type="checkbox"/> Vandalism |
| <input type="checkbox"/> Building alteration | <input type="checkbox"/> Erosion | <input type="checkbox"/> No information | <input type="checkbox"/> Rodent damage | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Deflation | <input type="checkbox"/> Grazing | <input type="checkbox"/> Recreation use | <input type="checkbox"/> Structural decay | |
| <input checked="" type="checkbox"/> Demolished | <input type="checkbox"/> Looting | <input type="checkbox"/> Research excavation | <input type="checkbox"/> Timber harvest | |

Comments on impact agents _____**31. Surface collection:**

- ☒ None ☐ Previously collected ☐ Grab sample ☐ Designed sample ☐ Complete

32. Sediments:

- ☐ Absent ☐ 0-20 cm ☐ 21-100 cm ☐ >100 cm ☒ Suspected but not tested

Explain how this was determined The soils were not tested because excavation did not occur and the site was labeled hazardous.

33. Excavation status:

- | | | | |
|---|--------------------------------------|---|--|
| <input checked="" type="checkbox"/> Unexcavated | <input type="checkbox"/> Auger/probe | <input type="checkbox"/> Test unit | <input type="checkbox"/> Backhoe, etc. |
| <input type="checkbox"/> Surface scrape | <input type="checkbox"/> Shovel test | <input type="checkbox"/> Block excavation | |

Describe collection/testing/excavation No collection, testing, or excavation has taken place at this site.

34. Excavation volume (indicate liters or cubic meters) _____ **Screen mesh** _____

35. Additional comments _____

37. Water source:

☐ Spring, seep ☒ River/stream ☐ Lake ☐ Other

Trees: 5 **% Species:** n/a

Shrubs: 0 % Species:

Forbs: 0 % Species:

Grasses: 80 % Species:

Lichens/mosses: 0 % **Species:** bunch grasses

Describe Most of the site is covered with bunch grasses, but the bank of St. Joe River is sparsely lined with deciduous trees. Near the western end of the site there is a grove of a mix of conifer and hardwoods.

☐ 0% ☐ 1-25% ☐ 26-50% ☐ 51-75% ☒ 76-100%

40. Landform (Describe, including lithology, form, and soil, using locally or regionally appropriate terms, eg. arroyo, playa, moraine, etc.) The site is located in a narrow, steep-walled valley in the St. Joe Mountains. It occupies a slight wide spot in the valley on a low flat next to the river at an elevation of 2,470 ft above mean sea level.

Part C – Prehistoric Sites

41. Phase/period: Not Applicable (n/a)

42. How classified

43. Maximum artifact density m^2

44. Individual artifacts:

Count	Category	Description

45. Lithic Debitage – Estimated Quantity:

☐ None ☐ 1-9 ☐ 10-25 ☐ 25-100 ☐ 100-500 ☐ 500+

Flaking Stages (not present, rare, common, or dominant):

Decortication	Secondary	Tertiary	Shatter
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46. Material types

47. Additional description

[illegible]

48. Features:

Count	Category	Description

49. Additional description

Part D – Historic Sites**50. Cultural affiliation** Avery Division Rail Yard**51. Oldest date** 1909 **Recent Date** 1977**52. How determined** Historic records, historic maps, artifacts**53. Maximum artifact density** n/a **m²****54. Individual artifacts:**

Count	Category	Description
4	Domestic	Whole glass containers
3	Domestic	Glass container fragments
1	Domestic	Ceramic fragments
8	Industrial	Railroad-related artifacts
~80	Architectural	Whole bricks, concrete fragments, milled wood, mortar, brick fragments, terra cotta pipe

55. Additional description:

Scatter 1 is located in the easternmost part of the project area and consists of a corroded wire, two wooden railroad ties, one concrete fragment, milled wood, and three pieces of modern bottle glass. Items identifiable as more than 50 years were mixed together with objects of undeterminable age and items that were modern. These historical items comprise a historic-period archaeological scatter. They were observed scattered in an area measuring approximately 100 ft east to west and 20 ft wide north to south. Materials included items of architectural character and more specifically were attributed to the Avery rail yard deconstruction.

Scatter 2 consists of one metal crushed can, two brick fragments, and pieces of concrete. The metal can was rectangular and probably contained oil or gasoline. The rail yard related objects were located within the Bencik property near the river bank and covered a small area of 20 ft by 20 ft.

Scatter 3 is situated on level terrain, just south of Highway 50 within the Bencik property. It consists of a sparse scatter of domestic and architectural debris over an area of 150 ft by 100 ft. Artifacts noted include one aqua piece of bottle glass, one undecorated ceramic bowl fragment, four railroad-related metal items, several pieces of terra cotta sewer pipe, and two slabs of concrete. The only noteworthy artifact was a metal railroad plate that was marked with "55 LB AS E & RR/90 LB ARA A."

Scatter 4 is located on the Potlatch property immediately west of Feature 2 and extends approximately 140 ft long and by 40 ft wide. The scatter consists of two pieces of aqua bottle glass, about 12 whole bricks (both red and tan), several bricks attached together with mortar, and large concrete pieces. No maker's marks or other diagnostic indicators were observed. The debris is mostly architectural and likely related to demolition of the roundhouse and associated buildings of the rail yard.

Scatter 5 is mostly domestic in character and located on the western end of the project area, next to the bank. Artifacts noted include four historic bottles arranged closely together and one train railcar wheel. The train wheel is 17 inches in diameter, made of metal, and is located 10 ft north of the bottles. Two of the bottles were amber glass while the other two are colorless glass bottles that show no hint of amethyst coloring (indicative of the use of manganese dioxide as a decoloring agent in the glass, which if present would date the bottles to ca. 1880-1925 [Newman 1970]). Two of the glass containers are embossed on the base with the oval-diamond-I trademark for the Owens- Illinois Glass Company (Toulouse 1971:403) and two are embossed on the base with a connected “NW” for the Northwestern Glass Company. Four of the artifacts provide dates of manufacture for the Scatter 5 assemblage. The Northwestern Glass Company used the connected “NW” trademark since 1931 (Toulouse 1971:390), while the oval-diamond-I trademark for the Owens-Illinois Glass Company was in use from 1929 to 1954 (Toulouse 1971:403). The number “7” appears to the right of the trademark on the Owens-Illinois flask, in the place where, according to Toulouse (1971) and Lockhart (2010), the year of manufacture should be located. It is likely that this single digit number represents 1937 because after 1940, the use of double digits began (Bill Lockhart, personal communication to Jessica Hale, May 1, 2010). The other Owens-Illinois container is a beer bottle and is embossed on the base with the number “47” to the right, which undoubtedly represents 1947.

Lockhart, Bill

2010 “The Dating Game: In Pursuit of the Elusive Diamond G.” *Bottles and Extras* 21(3):56-60.

Newman, T. S.

1970 A Dating Key for Post-Eighteenth Century Bottles. *Historical Archaeology* 4:70-75.

Toulouse, Julian

1971 *Bottle Makers and Their Marks*. Thomas Nelson, Inc. New York.

56. Features:

Count	Category	Description
1	Industrial/Architectural	Feature 1- Bay Stall, southeastern section of the roundhouse
1	Industrial/Architectural	Feature 2- Boiler house foundation
1	Industrial/Architectural	Feature 3- Lead railroad tracks to a storage bay, storage bay/roundhouse foundation
1	Industrial/Architectural	Feature 4- Concrete foundation of the northwestern portion of the railroad turntable
1	Industrial/Architectural	Feature 5- Lead railroad tracks between storage bay and turntable

57. Additional description _

Feature 1 is a concrete foundation. According to the 1915 map, it is in the vicinity of the southeastern part of the roundhouse and very near where the map shows a storage bay within the roundhouse to have been located. It was likely part of one of the 12 bay stalls where locomotives were stored or maintained. The feature is composed of two disconnected pieces of concrete. The larger of the two is rectangular in outlined and minimally 1 foot tall. It frames an interior space that was covered with grass and gravel. As observed it is 24 ft long and 8.5 ft across from outside edge to outside edge. The other part of the feature is a concrete footer or part of a foundation. It is 2 ft west of the first part. As observed it is 24 ft long and 3.25 ft wide. Both parts of Feature 1 extend northward and are covered by a large pile of rock. It is likely that Feature 5, described below, represents a continuation of Feature 1 on the north side of the rock pile. No artifacts were associated with Feature 1.

Feature 2 is a concrete foundation and pad. It is 50 ft long east to west and 32 ft wide north to south. Its location and dimensions closely match those of the “Boiler House” depicted on the 1915 map. One complete brick was found next to the foundation/pad. The brick is machine made and tan in color. It is marked “309/SECURITY.” The mark identifies the brick as having been manufactured by the American Arch. Co. between 1910 and 1911

Feature 3 consists of metal railroad tracks laid in concrete a short distance to the west of Feature 1 in the southern part of the project area. The location of the tracks corresponds well to where a storage bay and lead tracks are shown on the 1915 map. On the map the tracks are denoted to have been 129 ft, 1 inch long and connected the storage bay to the turntable. The observed section was approximately 15 ft long and 13 ft wide and would have been situated on the east side of the roundhouse. The inside of the roundhouse where trains were being stored in storage bays included tracks and a concrete

floor very similar to the arrangement of Feature 3. Specifically, the feature consists of one 2-inch thick metal rail next to an approximate 12-foot wide concrete slab.

Feature 4 is located just south of Highway 50 in an area that would have been toward the center of the Avery Division rail yard. The feature is part of a circular concrete footer or foundation that represents an interior element of the railroad turntable that was used to move and position locomotives (and rail cars) between the main rail tracks to lead tracks that led into the roundhouse storage bays. Feature 3, described above, is an example of a lead track. The turntable was a large, round, concrete feature that was 107 ft in diameter and consisted of two tiers. Feature 4 is part of the interior, lower tier. Its function is unknown but it may have served as the surface upon which the turntable rotated. Feature 4 is approximately 20 ft long and 16 inches wide. Attempts to follow the arcing footer/foundation were unsuccessful and it may be buried beneath the ground surface. Following the arc of the exposed part led to several large pieces of concrete rubble that likely represent a demolished section of the turntable.

Feature 5 consists of a section of lead tracks that would have been between the turntable and the roundhouse or partly within the roundhouse. The tracks are marked by two parallel indentations on the ground surface where rail track has been removed surrounded by concrete. Another set of lead tracks, Feature 3, oriented parallel to Feature 5, are located just to the west. Feature 5 is 40 ft long and 5 ft wide. It extends southeastward to a large rock pile. Feature 1 is in line with it and the two features appear to represent most of the length of a single set of lead tracks.

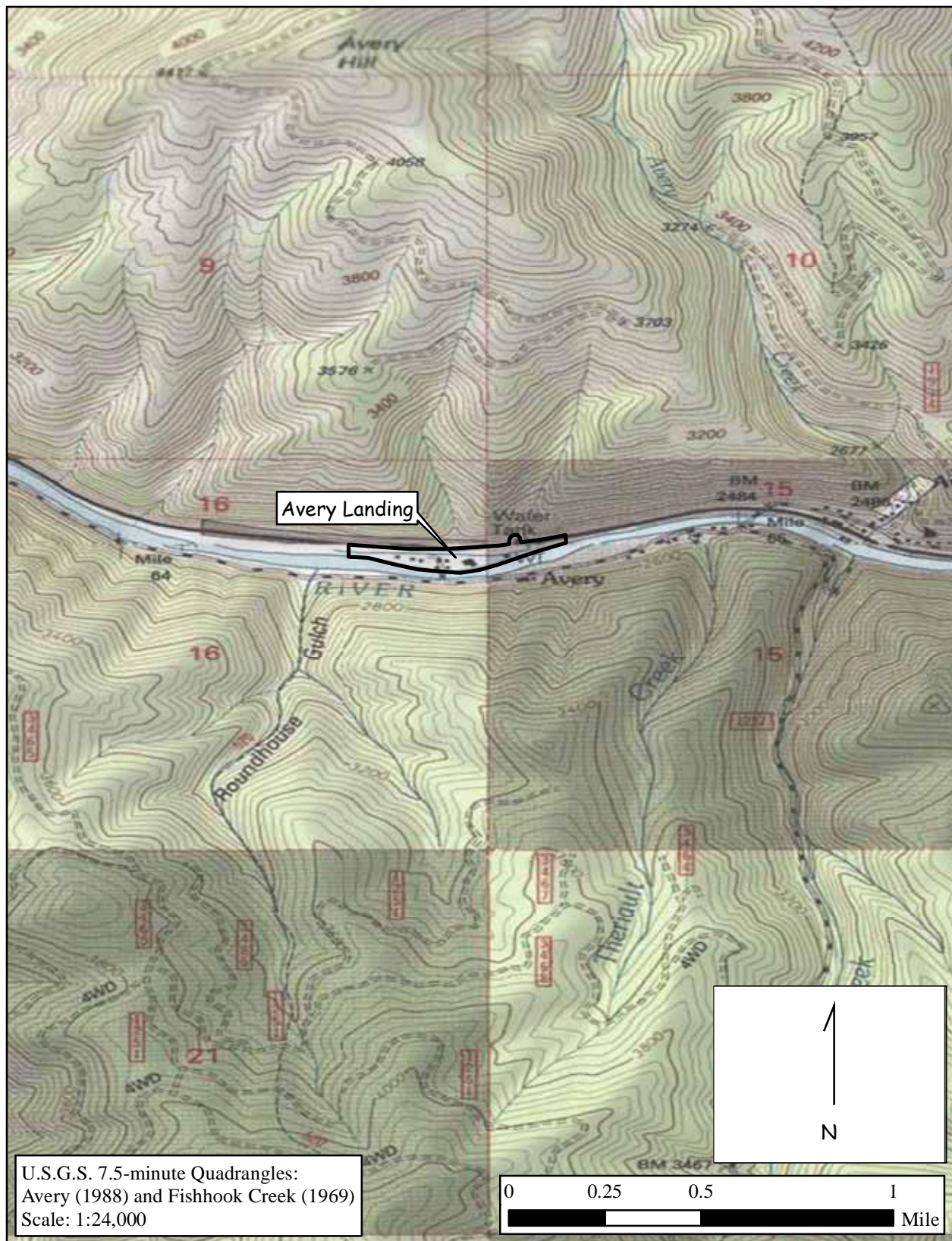


Figure 1. Location of the Avery Landing rail yard as depicted on the USGS 1988 Avery and 1969 Fishhook Creek, Idaho, 7.5-minute topographic quadrangles.

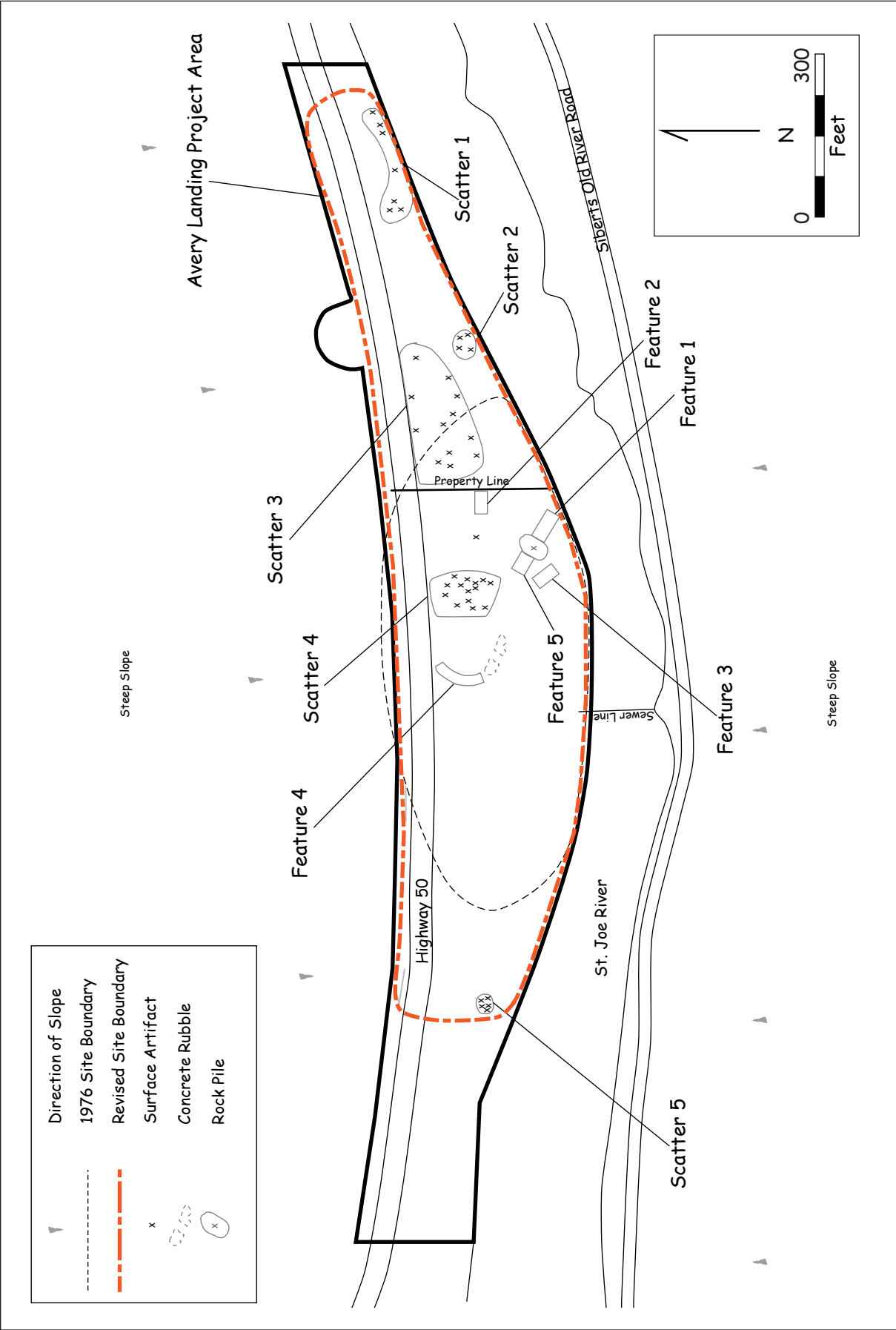


Figure 2. View of the Avery Landing Project area showing the location of historical features and debris scatters.

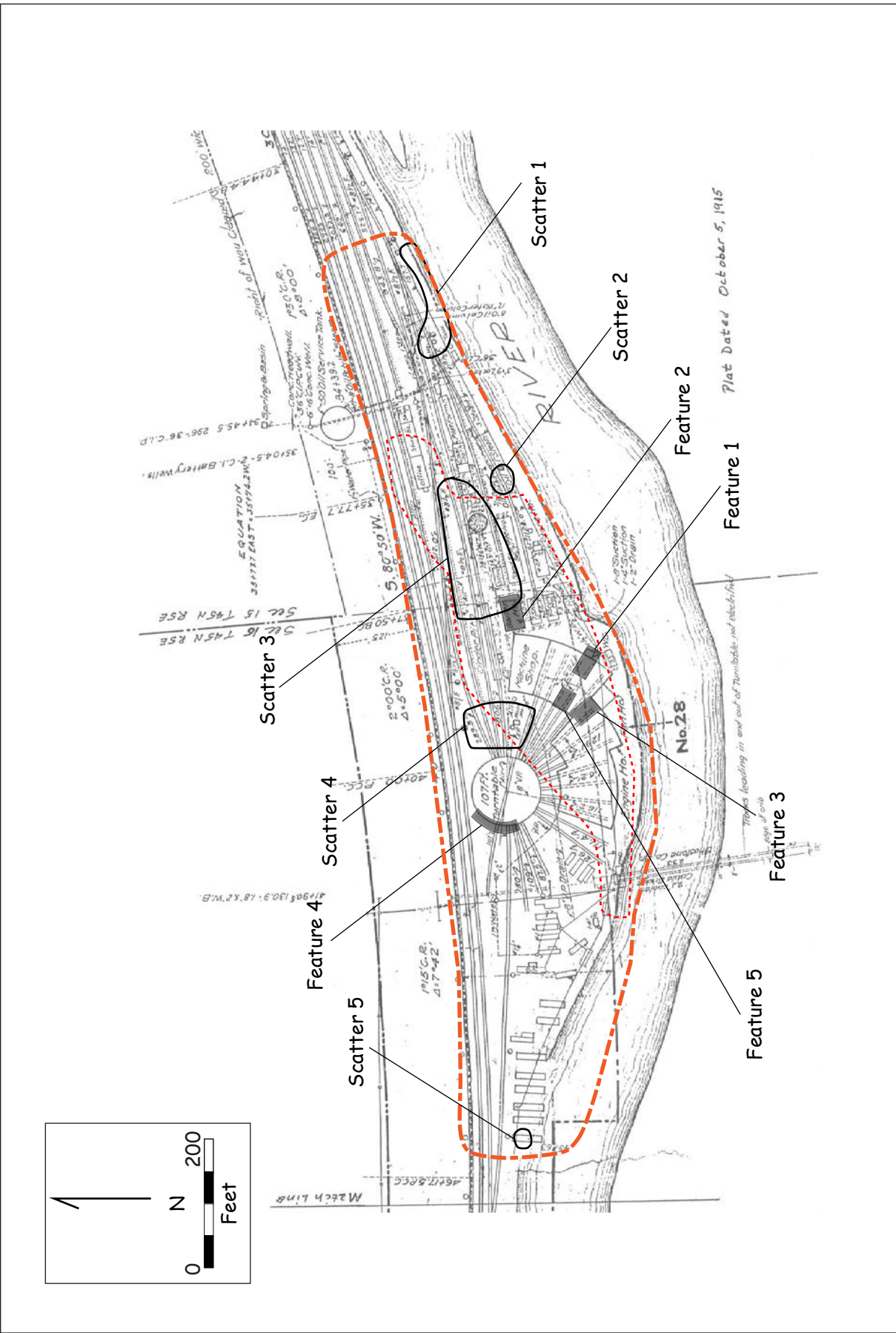


Figure 3. Schematic map showing the layout of the Avery Landing Rail Yard in October 1915 and the location of the features and historic scatters, and the revised site boundary (orange dashed line).



Figure 4. Overview of the Bencik property within the project area. View is to the southeast.



Figure 5. Overview of the Potlach property within the project area. Photo is looking west from atop a large rock pile located on Potlach property with the staging area in the background.